



Active2Public Transport

Lessons learned for cities and regions

<https://interreg-danube.eu/projects/active2public-transport>



THE PEP / EHP Partnership
Healthy Active Mobility

Active2Public Transport | Better combining cycling, walking and public transport in the Danube region

<https://interreg-danube.eu/projects/active2public-transport>

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In cooperation with THE PEP / EHP Partnership Healthy Active Mobility

More information about Active2Public Transport and the project activities & results are available on:
<https://interreg-danube.eu/projects/active2public-transport>

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Executive Summary

The Active2Public Transport (A2PT) project (2024–2026), funded by the Interreg Danube Region Programme, aims to lower transport energy consumption and emissions by better integrating walking, cycling and public transport. A key premise of the project is that upgrading public transport alone is not enough; half of a traveller's total door-to-door journey time is spent outside vehicles (walking, cycling, waiting, and transferring). Ensuring a continuous, high-quality and seamless end-to-end experience across these distinct 'trip legs' is vital to boosting user satisfaction, increasing ridership, and shifting commuters away from private car usage.

Key Findings & Solutions

- **Data & Infrastructure Gaps:** Current city and national surveys often underrepresent active travel connections to public transport stations. Field assessments across 45 stations in the Danube Region revealed severe disparities in infrastructure quality, highlighting recurring gaps in station accessibility, clear wayfinding, real-time updates, and secure bicycle parking.
- **User-Centred Interventions:** Utilising tools like the Walkability App and region-wide traveller surveys helped uncover localized user needs—such as the strong influence footpath quality and greenery have on walking, and the specific infrastructure demands of long-distance cycle tourists.
- **Tested Implementations:** Real-world pilot actions (including e-bike testing schemes, tactical urbanism street redesigns, bike boxes, and integrated ticketing configurations) demonstrated that small-scale, targeted adjustments can generate meaningful behavioural shifts if coordination barriers are successfully addressed.
- **Curated Inventory of Solutions:** Drawing on existing good practices and transferable solutions from across Europe, stakeholders can foster implementation, avoid common pitfalls, and make more informed and confident decisions.

Accelerating sustainable mobility transitions requires moving past isolated actions. Stakeholders must embrace a systemic approach built on cross-sector collaboration, common shared principles, and an end-to-end framework informed by real-world user data.



Main Target Groups of the Policy Brief

This brief is primarily targeted at the following groups:

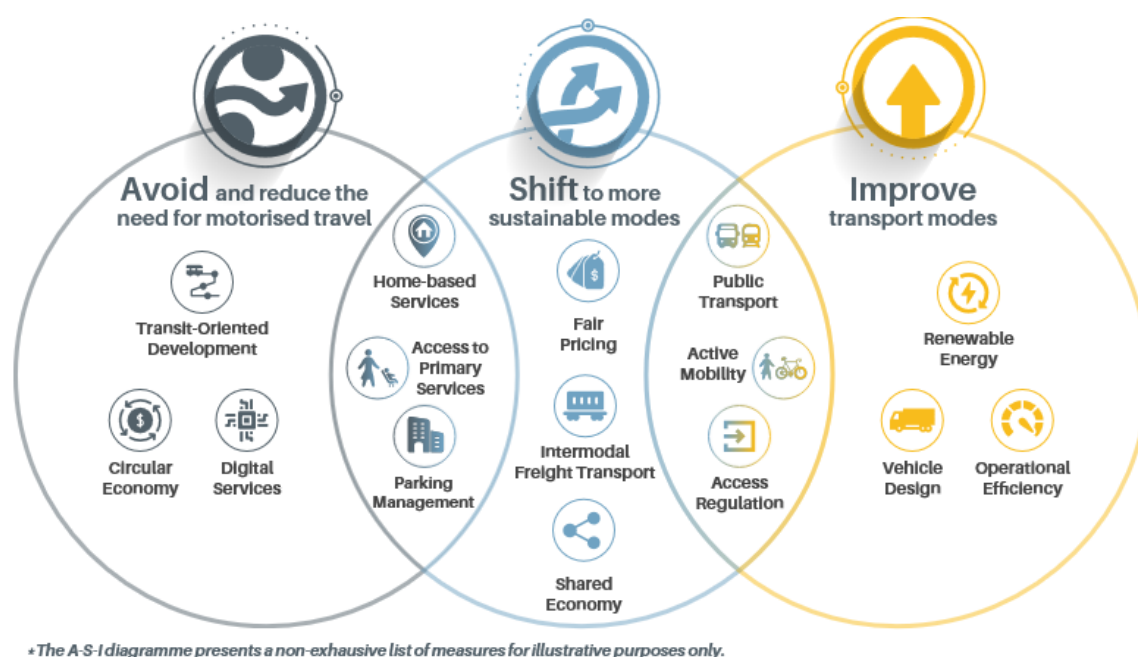
- **Local Authorities & Municipal Planners:** Responsible for designing last-mile transport connections, implementing walkability improvements, configuring pedestrian-friendly station surroundings, and piloting street transformations on the ground.
- **Regional Authorities & Coordination Networks:** Tasked with bridging governance gaps between individual municipalities, streamlining overlapping cross-border travel chains, and deploying harmonized actions.
- **National Authorities & Policy Makers:** Tasked with setting supportive legislative frameworks, fund regional infrastructure packages, and reform national transport surveys to properly capture multimodal travel data.
- **Public Transport Operators & Infrastructure Managers:** Essential for upgrading station services, ensuring platform accessibility, providing secure bike parking options near entrances, expanding carriage capacity for bicycles on buses and trains, and implementing integrated ticketing or data portals.
- **Sectoral Agencies & International Mobility Organizations:** Leveraged to share technical data and cross-examine transnational solutions.
- **Non-Governmental Organizations (NGOs) & Advocacy Groups:** Critical for representing the authentic, diverse perspectives of everyday end-users (pedestrians, commuting cyclists, and cycling tourists) to ensure that final transport investments remain highly inclusive and accessible.

Background

The project 'Active2Public Transport' (A2PT) was designed to reduce energy consumption and CO₂ emissions in the transport sector in the Danube Region by promoting active, emission-free modes such as walking and cycling in combination with public transport (PT) including buses and trains. It was funded by the European Union as part of the Interreg Danube Region programme and ran from January 2024 until June 2026. The project was jointly implemented by 11 partners from 9 countries under the leadership of the Austrian Energy Agency.

The project was based on the Avoid-Shift-Improve (ASI) framework – a hierarchical policy approach to sustainable, low-carbon transport and urban planning that has been central to sustainable transport for more than a decade. It prioritises: 1) Avoid unnecessary motorised trips, 2) Shift to cleaner transport modes (walking, cycling, PT), and 3) Improve vehicle/fuel efficiency. Applying ASI measures through integrated, inter-modal and balanced approaches is critical to unleashing the full benefits of sustainable, low-carbon transport¹.

Figure 1: The ASI framework²



¹ <https://slocat.net/asi/>

² <https://slocat.net/asi/>

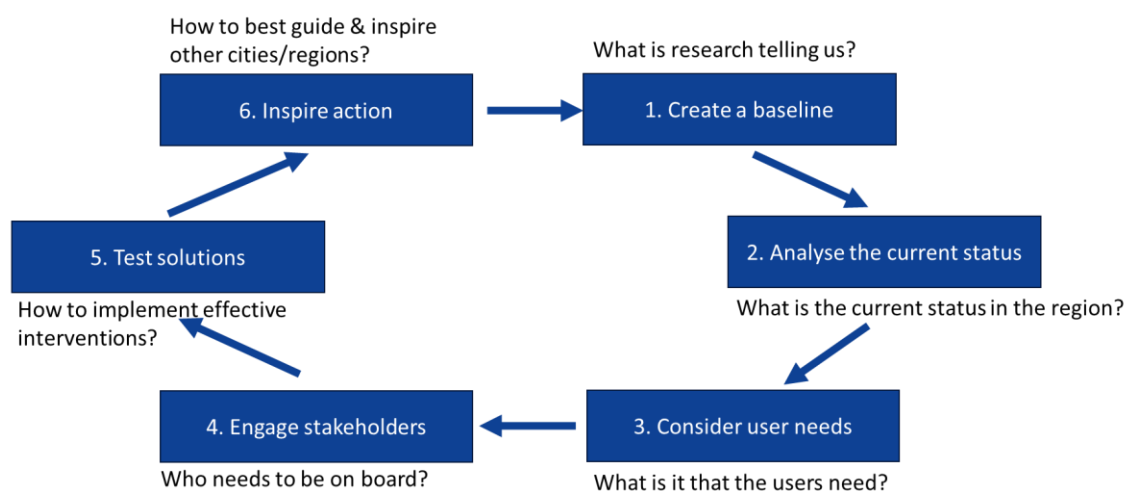
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Shifting European car trips to walking, cycling, and public transport has massive potential, with roughly half³ of urban car trips being under 5 km. Strategies targeting a modal shift, such as improved infrastructure and EU Urban Mobility Framework policies⁴, can significantly reduce emissions and congestion. Research indicates that roughly 41% of short car trips could be replaced by walking or cycling, reducing CO2 emissions from car travel by nearly 5%⁵. Combining active modes with public transport allows longer car trips to be replaced, too and therefore extending the benefits.

A2PT project framework

The A2PT project explored the best packages of measures for more seamless end-to-end active and public transport trips and tested, in real-world case studies, the effectiveness of different investments. The A2PT project framework, which guided the delivery of the project, is shown in Figure 2. Learnings from each stage of the project are shared in this guide, to help other cities and regions be as effective as possible in implementing a vision for more connected active and public transport trips.

Figure 2: The A2PT project framework



³ https://www.researchgate.net/publication/316036179_Including_cold-start_emissions_in_the_Real-Driving_Emissions_RDE_test_procedure/citation/download

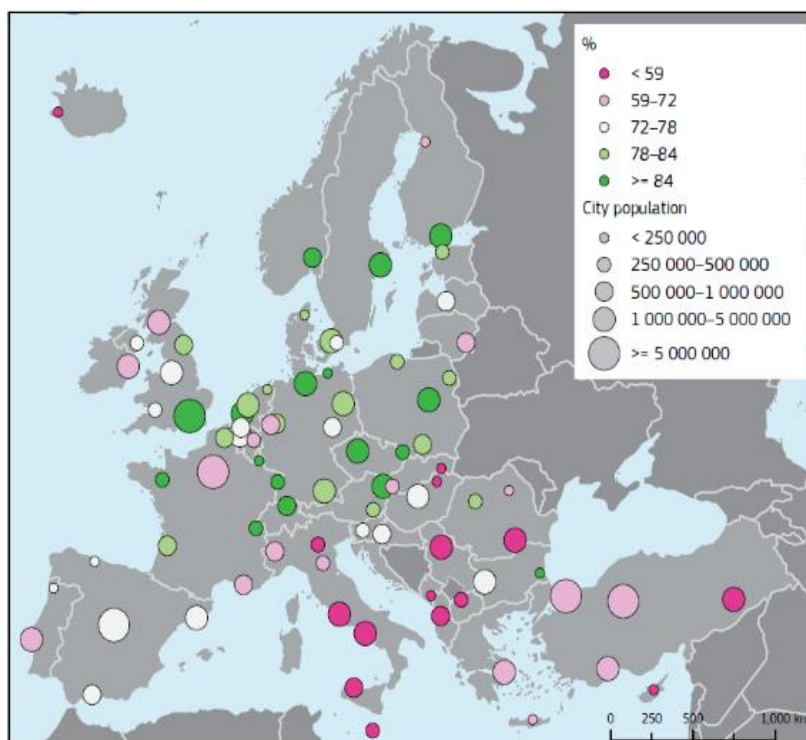
⁴ https://transport.ec.europa.eu/transport-themes/urban-transport/active-mobility-walking-and-cycling_en

⁵ https://www.researchgate.net/publication/327352889_Assessing_the_potential_for_carbon_emissions_savings_from_replacing_short_car_trips_with_walking_and_cycling_using_a_mixed_GPS-travel_diary_approach

1. CREATE A BASELINE

Research using the United Nations Sustainable Development Goal indicator to measure access to public transport for many European cities shows that in virtually all cities at least 80% of the population has easy access to public transport. In addition, it reveals that 56% of an average city's population has access to at least 10 departures an hour. Access to high-frequency departures is highest in cities with at least 1 million inhabitants and considerably lower in cities with fewer than 250,000 inhabitants, although some cities perform much better or worse than their size implies⁶.

Figure 3: People satisfied with PT in the city⁷



Overall, around seven out of ten city residents are satisfied with public transport, although this figure varies from 22% in Palermo (IT) to 95% in Zürich (CH). The top 10 cities all score above 87%, while the bottom 10 score between 22% and 54%. Nine of the bottom ten cities are located in southern Member States and the western Balkans. On average, residents of capital cities are less likely to be satisfied (69%) than those

⁶ https://ec.europa.eu/regional_policy/sources/work/012020_low_carbon_urban.pdf

⁷ DG Regional and Urban Policy, Survey on the Quality of Life in European Cities 2023

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living in non-capital cities (73%). Fewer residents are satisfied in cities in southern Member States (59%), in the Western Balkans (39%) and Turkey (59%) compared to the rest of Europe (Figure 3).

Figure 4: People satisfied with living in their city versus satisfaction with public transport

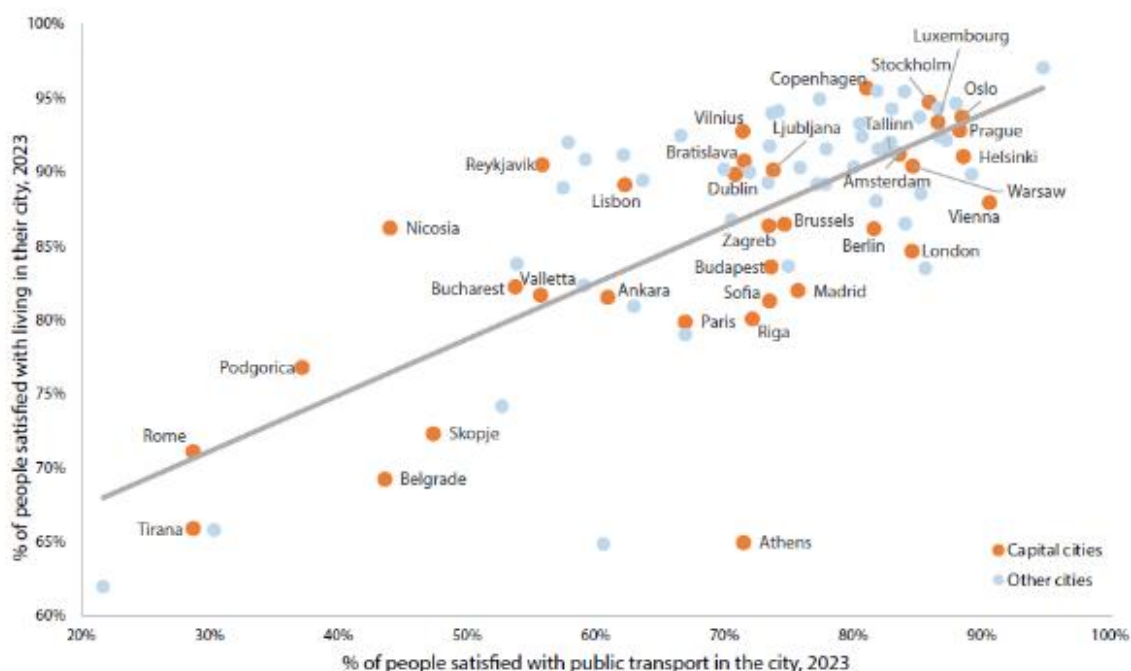


Figure 4 underlines that “satisfaction with public transport has a strong link to people’s general satisfaction with a city and explains half the variation in overall satisfaction. This suggests that people’s judgement of public transport services has a big impact on their overall satisfaction with the city they live in”⁸.

Connecting active and public transport trip data is often less commonly available but important for understanding the consistency in ‘level of service’ supporting end-to-end journeys. A study of 12 international cities by the research institute Socialdata shows that an average of 91% of people walk from their journey origin to public transport and 98% from public transport to their destination (Research Institute Socialdata, Stavanger, München)⁹. National travel surveys typically show lower overall multimodal shares than city-specific studies because rural and suburban car-dominant travel reduces the national average. An example of this is Austria with 98% of passengers in

⁸ Report on the quality of life in European cities 2023

⁹ <https://unece.org/media/press/390421>

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Vienna using active modes (predominantly walking) whereas the share of passengers using active modes on the way to train stations in the whole country is only around 40%¹⁰. Modal choice for accessing public transport stations is influenced by various interlinked factors such as personal considerations, car ownership, the character of the neighbourhood and the quality of the service available at a stop or station.¹¹

On average, urban public transport travellers spend about half of their total travel time from door-to-door outside public transport vehicles while approaching and leaving stops, waiting and transferring.¹² A public transport trip may include cycling to the station, parking the bicycle, walking to the platform, waiting for the ride, riding on the train and a final walk to the destination. The importance of investing in the continuity of quality experiences for these 'trip legs' are illustrated in Figure 5.

Figure 5: The importance of investing in continuity of experience through different 'trip legs'¹³



External factors influence how much people are willing to walk (and probably cycle too). High quality walking catchment areas increase the distances travellers are willing to walk by 70%. Investments in walking-friendly environments can extend the catchment

¹⁰ <https://vcoe.at/bahntest>

¹¹ https://www.researchgate.net/publication/259635687_New_evidence_on_walking_distances_to_transit_stops_Identifying_redundancies_and_gaps_using_variable_service_areas

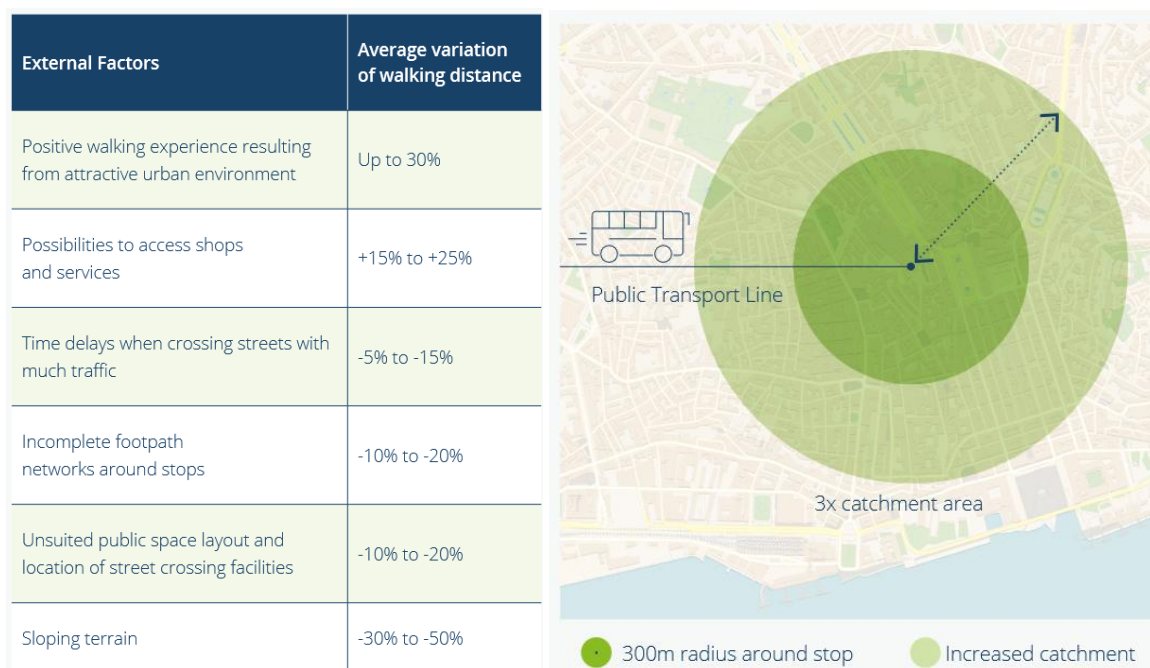
¹² https://www.researchgate.net/publication/365610936_Pedestrian_Access_to_Public_Transport

¹³ © VCO

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areas of stations and stops three times¹⁴. Some of the variables and their impact on perceived walking distance are illustrated in Figure 6.

Figure 6: The potential of catchment areas to be extended where there are higher levels of walkability and the external factors influencing perceived walking distance¹⁵.



The quality of the cycling experience, to and from stations and stops, is also an important factor for supporting passenger numbers. In the Netherlands, for example, the overall number of train passengers since 2000 increased by 80%. This was in line with a tripling of bicycle use and a decrease in the number of passengers accessing stations by car. This data is shown in Figure 7. This development in the Netherlands was supported by investment in high-quality cycling infrastructure; modern, weather-protected and free bicycle parking facilities; wayfinding; bicycle-friendly crossings; and a national bike-sharing system called OV-Fiets – which is integrated into the public transport ticketing system, allowing for easy and convenient use.¹⁶

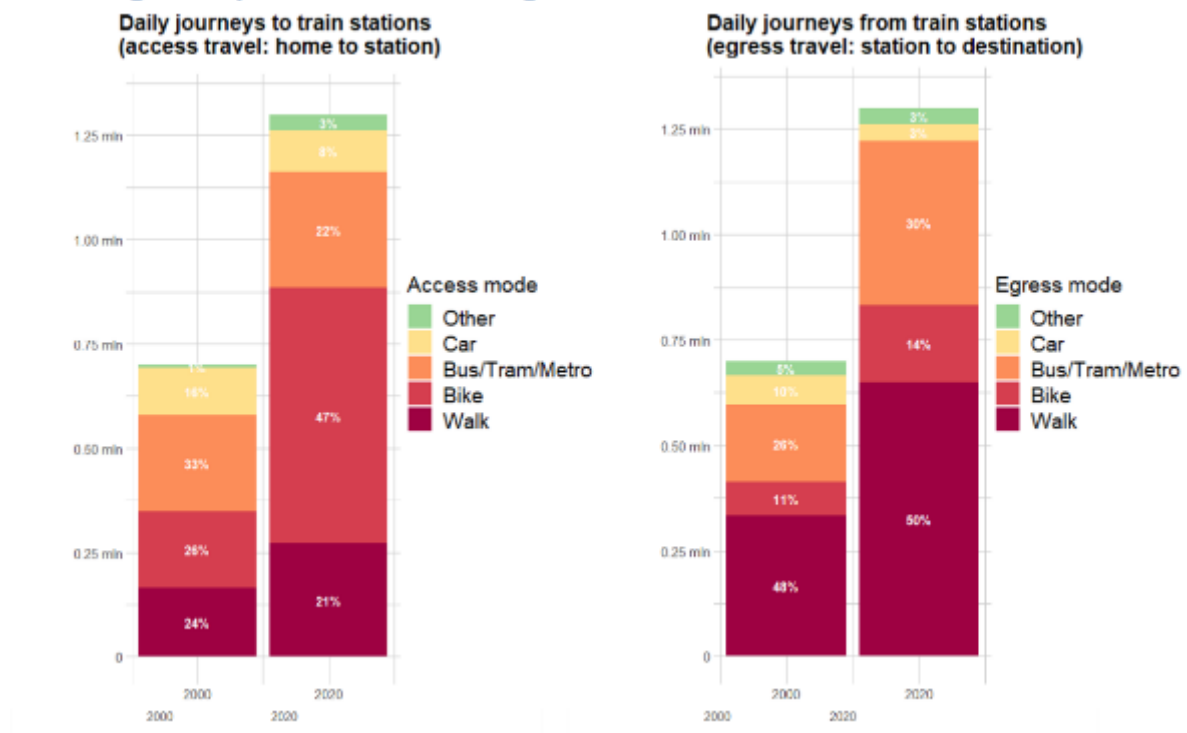
¹⁴ <https://walk21.com/resources/walking-and-public-transport/>

¹⁵ <https://walk21.com/wp-content/uploads/2024/04/Walk21-Intg-Walking-and-PT-Final.pdf>

¹⁶ <https://www.itf-oecd.org/improved-cycling-transit-integration-synergies>

Figure 7: Development of daily train travellers in the Netherlands 2000–2020¹⁷

Including share per mode of access/egress travel to/from rail



Learnings from this data to create a baseline

1. It can be assumed that a continuous, good quality end-to-end travel experience results in increased public transport ridership as well as satisfaction overall and that this is a precondition for a shift from private car use to active and public transport.
2. This is crucial as the quality of life in a city is strongly linked to the quality of the urban public transport system.
3. Adapt national and city-wide travel surveys to also understand multimodal trips. Understanding how people are connecting to public transport is important for end-to-end sustainable mobility decision-making.
4. Ask passengers about their satisfaction with their walking, cycling and public transport trips. Understanding the continuity of the 'level of service' is critical for informing future sustainable mobility investment decisions.

¹⁷

https://vcoe.at/files/vcoe/uploads/Veranstaltungen/2024_05_Aktive%20Mobilit%C3%A4t%20als%20Zubringer/Vortrag%20Emma%20Stubbe.pdf

2. ANALYSE THE CURRENT STATUS

The A2PT Checklist¹⁸ developed and tested at 45 PT stations in nine countries of the Danube Region is a valuable tool to analyse A2PT conditions at station and in their surroundings.

Figure 8: A2PT Checklist for assessing A2PT at stations and in their surroundings



A pre-defined standard configuration for different infrastructure and service items allows a structured assessment of current conditions at stations and in their surroundings with the aim of identifying deficiencies in the A2PT system.

Quote Christine Zopf Renner, Head of Mobility Center Burgenland: “The A2PT Checklist helped us to raise awareness among the relevant stakeholders to extend the scope from the station itself to the wider surroundings, including the walking and cycling routes to the station.”

Across the Danube Region, cities and regions vary in size, resources and governance structures, yet the underlying mobility challenges are similar: creating safe and attractive walking and cycling environments, ensuring seamless access to public

¹⁸ <https://interreg-danube.eu/storage/media/01KHBBB8S33X79TJP7YBZCTAVM.pdf>



transport, and designing infrastructure and services that respond to the needs of all users.

There are huge differences in the quality of A2PT infrastructure and services throughout the region. However, solutions tailored to the specific context are more likely to be successful and include:

- Improve station information especially signage and wayfinding systems, maps and information, real-time information boards and utilizing apps where possible.
- Improve station access to a clearly defined inclusive standard, entrances and exits, toilets, ticketing services and platform access.
- Provide sufficient secure and accessible bike parking close to the entrances and exits of stations and ensure that they are affordable and easy to use.
- Provide safe, accessible and attractive walking routes that are of consistent quality within 1,000m of main line stations and 500m of other PT stations and stops.
- Provide a network of safe, accessible and attractive cycling routes
- Give priority to the needs of pedestrians and cyclists in the surroundings of stations. This will include longer crossing times and more frequent crossing opportunities to crossroads; more space and facilities given to people than vehicles; traffic-free or low-traffic zones with slower speeds and managed parking and related measurements.

The recommendations derived from the assessments provide actionable insights for updating policies and planning new infrastructure projects aimed at modernising and enhancing public transport stations and their surroundings.

Learnings from analysing A2PT at stations and their surroundings

- **The A2PT Checklist is an effective evaluation tool:** this standardized tool helps identify infrastructural deficiencies and shift stakeholder focus from just the station itself to the accessibility of the walking and cycling routes in the wider surrounding.
- **Mobility challenges are universal, but solutions must be context-specific:** Despite regional differences in settlement sizes and governance, communities face the same core challenges. Successful interventions must be tailored to the local context.
- **Assessments drive policy updates and practical testing:** The actionable insights gained from these station assessments directly inform infrastructure planning, guide real-world solution testing, and shape policy recommendations



3. CONSIDER USER NEEDS

To engage passengers in sharing their trip experiences there are a number of tools that can be used. In order to better consider the requirements of the users the A2PT project partners surveyed cycling tourists' requirements for using PT and assessed walkability in the catchment areas of PT stations.

Walkability Assessments in the catchment areas

The Walkability App is a participatory mapping tool enabling anyone to share their positive and negative walking experiences and identify the environmental determinants in public space that influence how they feel that way. The app captures the time, date, and location where the experiences occur and there are options for users to share photos, more information about themselves and the context of their trips.

The data it collects can provide valuable insights on the relationships between public spaces and walking experiences, both positively and negatively. The resulting fine-grained and geo-located data allows identification of which areas are considered people-friendly and why. This helps to prioritise areas that require specific interventions and improvements, while also promoting and replicating areas with more positive experiences.

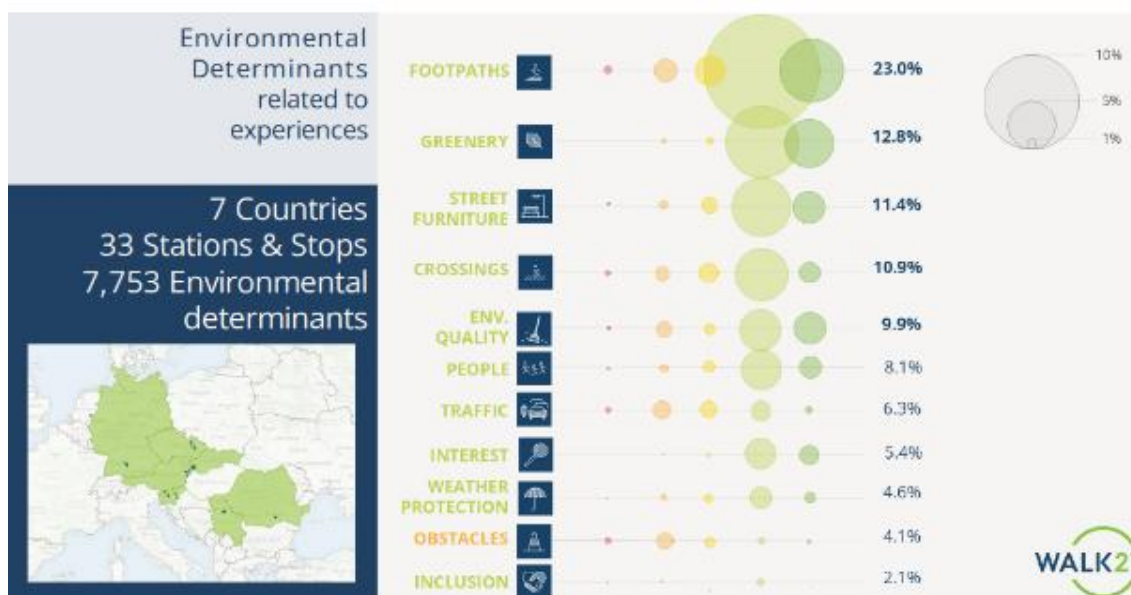
Observations on the public space and related experiences can be disaggregated by pedestrian's age, gender and personal abilities, as well as by different walking contexts.

Quote from Carlos Canas, Walkability Expert at Walk21 Foundation: "The Walkability App helps to better understand the needs and barriers of specific populations and to ensure inclusivity when designing and managing walking interventions. The app presents a systematic method to collect, analyse and present data, while taking into account the particularities of the population and place under study."

In the A2PT project the walking experiences of 2,867 pedestrians were captured in the catchment areas around 33 stations and stops. The main influences reported were the condition of the footpath (23%), the importance of greenery (13%), street furniture (11%) and crossings (11%). The headlines are illustrated in Figure 9.

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Figure 9: Overall perceived walking experiences in public transport catchment areas evaluated during the A2PT project¹⁹



¹⁹ Walk21: Walkability study in the Danube Region Active2Public Transport Needs Assessment



Danube Cycling Tourist Survey

The Danube Cycling Tourist Survey collected insights from over 5,000 cyclists regarding their experiences in the Danube Region and beyond.

Figure 10: Danube Cycling Tourist Survey 2024²⁰



PT plays a critical role in cycle tourism, serving as the essential link for travellers reaching their destinations, returning home, or navigating stages during their journey. The Danube Cycling Tourist Survey revealed a robust demand for multimodal travel, with 59% of cyclists using PT for arrivals or departures and 35% integrating it into their holiday. When choosing these services, tourists prioritize price, duration, and convenience, and an overwhelming 75% of respondents who used PT to reach their destination or during their holidays carried their bike with them, indicating the need for adequate bike transport provisions. However, a significant "satisfaction gap" was revealed. While travellers rate their overall cycling holidays at a high 4.6 out of 5, their satisfaction with PT-related services lags behind at just 3.5. This discrepancy is particularly visible across a geographical divide, where Central European countries currently outperform South-Eastern European regions. To bridge this gap and unlock

²⁰ <https://donaubueero.de/wp-content/uploads/2025/03/2025-A2PT-summary-report.pdf>



the region's full potential, strategic action is required. Travellers have identified three critical priorities:

- increasing bike capacity on trains and buses to accommodate personal equipment
- enhancing the quality of online multimodal information
- upgrading station infrastructure at key connection hubs to ensure a truly seamless travel experience.

Quote from Holger Haubold, Director Intellectual Property & Data Collection ECF: "The Danube Cycling Tourist Survey helped us to improve knowledge about the combined use of public transport and cycling during holidays. Based on this knowledge we can expect more informed decision-making which will ultimately improve satisfaction with public transport use during cycling holidays."

For everyday cycling, bike carriage on buses and trains doesn't have the same importance as it does for tourist trips and that it's expected and reasonable that there is limited capacity on PT during commuting times. For daily commuters who cycle, the primary recommendation is to expand the number of secure bike parking facilities at PT stations.

Learnings from considering user needs

1. **Implement systematic data methods to target system gaps:** Using structured methods to collect, analyse and present user data is essential for identifying hidden deficiencies and systemic barriers within the existing transport network in an organised manner.
2. **Deploy specialized crowdsourced tools for inclusive design:** Interactive assessment tools (such as the Walkability App) provide a deeper understanding of the unique needs and environmental barriers faced by specific, vulnerable populations, ensuring that future pedestrian and infrastructure improvements are genuinely inclusive.
3. **Directly engage end-users to optimize decision-making:** Involving passengers and incorporating their firsthand travel experiences enhances the accuracy and effectiveness of future planning decisions, which ultimately boosts overall rider satisfaction.



4. ENGAGE STAKEHOLDERS

Effective A2PT improvement depends on the active engagement of all governance levels and stakeholders within the transport sector and beyond.

- Local authorities play an important role in providing last-mile solutions, data, and testing measures on the ground.
- Regional authorities are needed to coordinate across municipalities, ensuring seamless travel chains and supporting implementation.
- National authorities have a role in setting enabling frameworks through regulation, funding, and standards.
- Infrastructure and service providers are essential to designing, piloting, and scaling practical solutions.
- Sectoral agencies strengthen evidence-based policymaking with reliable data and strategic input.
- International organisations align standards, foster knowledge exchange, and connect initiatives across borders.
- NGOs play a vital role in advocacy, awareness-raising, and bringing user perspectives and expertise into policy development.

Only through coordinated, multi-level cooperation can A2PT reach its full potential.

The benefits of improving A2PT in the areas of transport and mobility, the environment, health and wellbeing, the economy, social equity and accessibility, urban quality and placemaking can motivate stakeholders to join forces.

The A2PT partners utilised various cooperation formats to engage key stakeholders throughout each phase of the project. The Transnational A2PT Working Group facilitated access to an international knowledge base and used feedback loops to validate interim results and ensure their broad applicability. Regional A2PT Working Groups contributed the local and regional expertise necessary to conduct assessments, design impactful pilot actions, and draft policy recommendations tailored to regional contexts.

Figure 11: Regional A2PT Working Group Meeting in Ulm/Germany



© Danube Office Ulm/Neu-Ulm

The A2PT project held 24 Regional A2PT Working Group meetings involving hundreds of stakeholders from the 9 focus regions.

Learnings from engaging stakeholders:

1. It is important to overcome fragmented responsibilities and competences, sectoral thinking and governance levels: Multiple landowners and overlapping responsibilities around stations complicate coordination between operators, municipal planners and infrastructure managers.
2. Bring together cycling, walking and PT experts: Creating a common understanding of local challenges and opportunities is crucial for improving A2PT infrastructure and services.
3. Consider transnational collaboration: The exchange of experiences increases awareness of the existence of a larger variety of practical solutions, and can lead to more effective decision-making.

5. TEST SOLUTIONS

To showcase the impact of better linking A2PT services and infrastructure, partners tested different solutions at selected locations in the Danube Region.

Figure 12: The A2PT pilot tests



Bike testing schemes: instead of using the car, more than 50 testers across 5 regions in Germany, Austria, Czech Republic, Slovakia and Romania were offered cargo bikes, folding bikes and e-bikes to facilitate a change in travel behaviour. The users reported high satisfaction levels (70–80%). Notably, 75% of participants changed their lifestyle within three months. Key barriers for a wider uptake of the combination of cycling and public transport identified by the users include the perception of public transport as less flexible and more time-consuming, gaps in cycling and bike-parking infrastructure in some areas, and inconsistent survey scales across regions that left it unclear whether users sustained the behaviour.

Figure 13: Testing bikes in combination with public transport



Street transformation: in a co-creation process the layout of streets in Neufeld/Burgenland, Deutschkreutz/Burgenland and Ljubljana/Slovenia were

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redesigned applying tactical urbanism approaches. The effort especially in Neufeld pays off: one transformed intersection achieves a 75% approval rate, significantly elevates subjective safety, and shows the highest driver deceleration effect (43.8%).

Figure 14: Street transformation pilot in Burgenland region



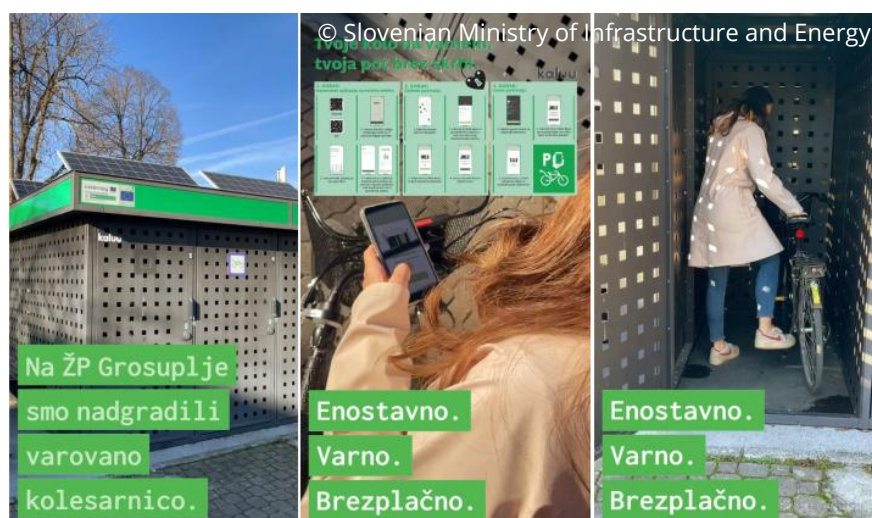
Figure 15: Street transformation in Miklošičevo street (Ljubljana)



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Testing bike boxes: High quality bike parking facilities were offered to PT users in Grosuplje in Slovenia and Serbia to make the combined cycling and PT trip more practical and attractive. Users in Slovenia reported high security and usability. 300–400 users in the first month attested high satisfaction with the fifteen locally produced boxes installed at five sites in Serbia.

Figure 16: User friendly access system to bike boxes at Grosuplje station



Bike carriage on buses: bike racks were put on the back of regional buses in Burgenland and in the Bratislava region to encourage cyclists to take their bikes on PT. Whereas quantitative uptake was modest, both pilots succeeded qualitatively: the Burgenland bus operator committed to buying additional racks, and the Bratislava service will continue beyond the project. Both regions saw strong stakeholder and public interest.

Figure 17: Bike carriage on bus from Burgenland to Graz



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Hike-bike-rail services: In Hungary different approaches for promoting the use of trains for hiking or cycling trips were tested providing promising results. Hiking users reported high satisfaction, with rail confirmed as a key access mode; transport choice was driven mainly by schedule alignment (84.3%) and trail proximity (53.7%), while thematic trains were seen as raising Blue Trail awareness (63.9%) and digital app integration emerged as the top improvement priority. Cycling exceeded most targets, with the campaign reaching 199,004 people (target 100,000).

Figure 18: Arrival of hikers by the A2PT motor coach in Köszeg



Integrated tickets: in the Bratislava region a new integrated ticketing option facilitated easier booking for taking bikes on buses. During the one-year testing period 1.668 tickets were sold via the IDS BK mobile app confirming user interest in simplified ticket purchase and free bicycle transport.

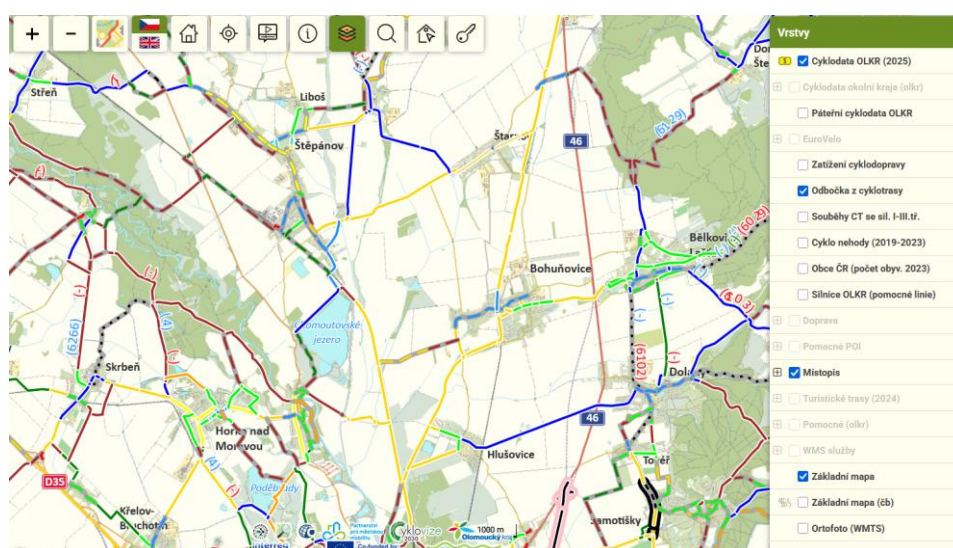
Figure 19: Booking the new integrated ticket option via BID's mobile app



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Integrated information: Information about upgraded digital information about A2PT services along Eurovelo 6 on Danube.Travel platform reached 3,2+ Million users and 276.857 interactions. was integrated in existing web-portals and apps. New data layers on A2PT were published on the eVelo web map and the cycling network data on Cycklovize2030 portal was harmonized across all 14 Czech regions offering a validated planning basis for upgrading cycling infrastructure close to PT stations.

Figure 20: Cycklovize2030 portal © Partnership Urban Mobility



More information on the pilot actions implemented by A2PT partners can be found here: <https://www.klimaaktivmobil.at/en/active2public-transport/inspiring-pilot-actions-to-combine-active-and-public-transport-modes>

Learnings from testing solutions:

1. **Be prepared and flexible:** Give it enough time because unexpected challenges will always occur (e.g. procurement, legal challenges, political discussion-making processes), always have a plan B as adaptations will most probably be needed
2. **Stakeholder involvement:** carry out a comprehensive stakeholder mapping at the beginning and review it throughout all project phases from pilot preparation and implementation through to the evaluation phase.
3. **Communication is crucial:** Identify the specific requirements and benefits to target groups to ensure stakeholder support that reflects different perspectives.
4. **Provide an evidence base:** Demonstrate that the test solutions respond to evidence of what currently works or where gaps exist.
5. **Sustainable and easy to use:** Solutions need to be sustainable (social, ecological, environmental) and easy to access, use and understand.



6. INSPIRE ACTIONS

Project partners developed a set of principles which serve as the conceptual “glue” binding together strategic planning, practical solutions, user-centred testing and real-world implementation. They ensure that all components of A2PT contribute to the same vision of seamless, safe, inclusive, reliable, and attractive multimodal transport systems in the Danube Region.

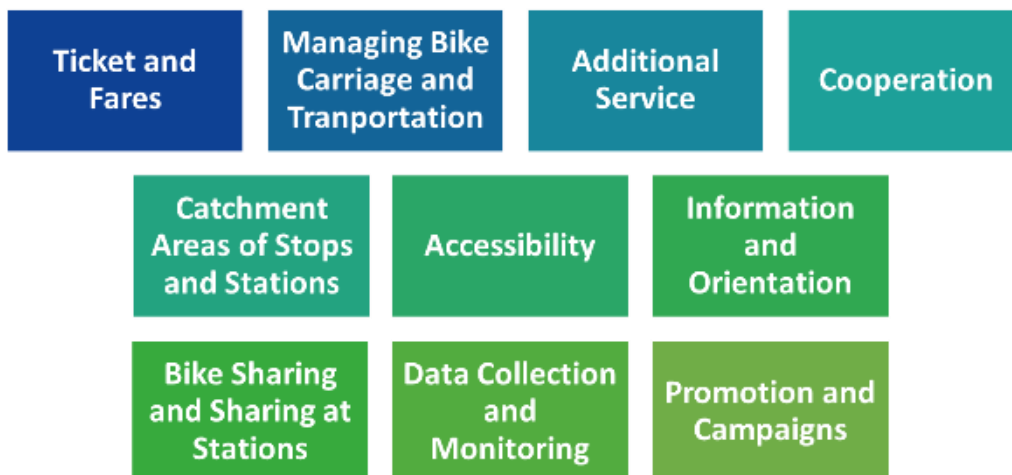
The A2PT guiding principles²¹ emphasise people-centred design, ensuring that safety, accessibility and comfort guide every decision. At their core, they call for direct and intuitive connections between modes, reliable capacity for both active and public transport users and high-quality maintenance so that facilities remain appealing over time. They also promote fairness and sustainability by requiring that multimodal journeys remain affordable and accessible for everyone, support climate goals and enhance the quality of public space. Clear information provision, integrated ticketing and well-designed vehicles and interchanges are highlighted as essential elements to make multimodal travel easy and intuitive. To turn these ambitions into reality, the A2PT guiding principles assign specific responsibilities to all relevant stakeholders.

Summarised in the A2PT Online Toolbox, the universal and stakeholder-specific principles, accompanied by the main fields of action including illustrative good practice examples, provide a coherent and actionable framework for delivering truly integrated, user-friendly and sustainable mobility systems.

Quote from Šimon Juřík, BID: “It is never easy to know where to start improving A2PT and which action to take. The A2PT Online Toolbox provides a curated set of inspiring case studies proven to deliver practical ways to overcome any gaps in your multimodal transport system.”

²¹ Link to Guiding Principles at DRP website
<https://www.klimaaktivmobil.at/en/active2public-transport/guiding-principles>

Figure 21: Fields of Action included in the A2PT Online Toolbox²²



Learnings from developing common principles and identifying inspiring actions

1. **Establishing a shared understanding is fundamental:** To enable effective collaboration among partners, stakeholders, and decision-makers from diverse institutional and geographical contexts, it is essential to develop a shared language and a common understanding. This includes agreeing on key concepts, service standards, and user expectations, which in turn facilitates alignment of strategies, policies, and investments.
2. **Adopting a systemic and integrated approach:** Improving A2PT requires addressing multiple, interdependent fields of action in a coordinated way. Isolated measures often lead to limited or short-term effects, whereas a systemic approach ensures more sustainable and impactful outcomes. Recognizing and managing these interdependencies is therefore crucial for successful implementation.
3. **Leveraging existing practices and transferable solutions:** Across Europe, a wide range of effective measures and innovative solutions have already been implemented in different contexts. Systematically identifying, analysing, and learning from these inspiring examples enables stakeholders to accelerate implementation processes, avoid common pitfalls, and adapt proven approaches to their local context. This not only increases efficiency but also supports more informed, sound and confident decision-making.

²² The toolbox is accessible here: <https://interreg-danube.eu/projects/active2public-transport/results/202>

Conclusions

A high-quality, continuous end-to-end travel experience is essential to increase public transport use and user satisfaction. It is also a key condition for shifting from private car use to more sustainable modes such as walking, cycling, and public transport.

To support this, data collection needs to evolve. National and city travel surveys should better capture multimodal journeys, including how people access public transport. Passenger feedback across walking, cycling, and transit should be systematically gathered to understand the full journey experience and ensure consistent service quality.

Across regions, despite differences in size and governance, mobility challenges are similar: **safe walking and cycling, seamless public transport access, and inclusive design**. While infrastructure quality varies, effective solutions are context-specific but commonly include:

- High-quality walking routes and safe cycling networks prioritising pedestrians and cyclists around stations
- Secure, convenient bike parking
- Inclusive and accessible station design
- Better station information (signage, real-time updates, apps)

Understanding user needs is critical. Structured data tools and methods help identify system gaps, while tools like walkability assessments reveal barriers for different population groups. Engaging users improves decision-making and increases satisfaction and ridership.

Strong stakeholder collaboration is also essential. Fragmented responsibilities must be overcome by aligning planners, operators, and infrastructure managers. Bringing together expertise across walking, cycling, and public transport—and learning from international examples—supports more effective and informed decisions.

When testing solutions, flexibility and preparation are key. Projects should allow time for unexpected challenges and include backup plans. Continuous stakeholder involvement and clear communication of benefits help ensure support. Solutions should be evidence-based, user-friendly, and sustainable across social, environmental, and economic dimensions.

Success depends on shared principles and integrated approaches. Developing a common understanding of quality multimodal mobility enables better coordination



across stakeholders. A systemic approach—rather than isolated actions—ensures long-term impact. Learning from existing good practices across regions helps accelerate implementation, reduce risks, and support confident decision-making.